

WEATHER FORECAST.
Fair to-day; to-morrow probably show-
ers and cooler; gentle variable winds.
Highest temperature yesterday, 84; lowest, 65.
Detailed weather reports on editorial page.

READ REACHES PLYMOUTH AFTER 4,513 MILE OVERSEA FLIGHT; NC-4 WILL NOT RETURN TO AMERICA BY AIR, SAYS DANIELS; WILSON CONFERS ON TREATY CHANGES; CLEMENCEAU OPPOSED

LLOYD GEORGE NOW INCLINED TO ALTER PACT

President Opposed to Long
Delays and Suggests 3
Modifications.

UNABLE TO SAIL JUNE 6

Reparation Clauses Not Likely
to Be Changed Except for
Some Clarifications.

By LAURENCE HILLS.
Staff Correspondent of The Sun.
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PARIS, May 31.—President Wilson held a long conference to-day with the American Commission, which was considered of great importance. The President asked for the views of all the American experts on different phases of the German counter proposals, indicating that he had not decided upon his attitude and that possibly it might be determined by what the experts reported, although the experts themselves were divided.

The President is against delay, yet the experts say that if any German points are conceded the conference may drag on for months. From what was disclosed at the meeting it appears that Premier Lloyd George is becoming very uncertain under the terrific pressure of the Liberals at home. This was revealed when the Council of Four held its first discussion on the German counter proposals, Premier Clemenceau demanding an immediate refusal, but Premier Lloyd George flatly disapproved such action.

Tension Is Increasing.
The indications from to-day's session are that the British Prime Minister more than President Wilson will be the controlling factor in the Peace Conference and that he will be guided entirely by the British political situation. The French are showing a decided determination to treat the proposals as insolent and unworthy of any discussion. Although President Wilson has not revealed his attitude in any way, it is regarded here as significant that those closest to him are stressing now the probability that changes will be made in the treaty. Should the British Premier advocate such changes unquestionably Premier Clemenceau would have to give way eventually. This situation is causing much tension here.

All want Germany to sign the treaty. They are unable to analyze the situation in Germany sufficiently to determine just what will happen if they stand on the treaty as it is or make only the slightest changes. Another factor is that the President is greatly desirous of returning home. He had set his heart on sailing about June 6, but Col. E. M. House has told him that this is impossible now.

Any Changes Will Be Final.
It is expected, however, that the President will be firmly against any negotiations. If changes are made they will be final, the Germans getting with them a positive date for signing. The indications are that the President if he had his way would like to meet the Germans on these points:

1. Realizing the justice of the League of Nations, he would like to have a definite date fixed for the admission of Germany, possibly a year from the execution of the treaty.
2. He would favor some revision of the Silesian settlement providing for more plebiscites, instead of giving all this territory unconditionally to Poland.
3. He would modify the responsibilities of Germany along the line of the memorandum of Secretary Lansing, which demanded only the moral indictment of the Ex-Kaiser and did not call upon Germany to deliver him, Secretary Lansing contending that there is no warrant in law for such a trial as the treaty provides and that it would be unwise as a matter of policy. Premiers Lloyd George and Clemenceau are known to have had a difficult task in persuading the President to agree to this part of the treaty, and the Americans still are very sceptical as to whether the Ex-Kaiser ever will be tried.

The opinion generally expressed.

RIOTERS TEAR CANADIAN FLAG FROM OFFICIAL

Winnipeg Strike Sympathizers Go to City Hall and Hold Up Council.

PREMIER DEFIES CROWD

Demonstration in Parliament Complicates Labor Situation for Government.

WINNIPEG, Man., May 31.—A crowd of 2,000 strike sympathizers marched to-day to the Provincial House of Parliament, demanding that action be taken to end the general strike in progress here since May 10, and then paraded to the City Hall and with action bordering on the riotous caused adjournment of the Winnipeg City Council.

Richard McDonald, secretary to George A. Grierson, Minister of Public Works, was on the floor of the Chamber when the marchers reached the House of Parliament. He wore a small Canadian flag in the lapel of his coat. Several men rushed toward him and removed the flag, brushing aside an army officer who attempted to interfere. Premier T. C. Norris also wore a flag, but refused to remove it, saying:

"This is the first time I have ever seen the Canadian flag insulted."

At the City Hall the council was considering the advisability of resuming street car service, when the crowd appeared. The tumult was so great that the council adjourned, after Mayor Charles F. Gray had persuaded the men to assemble in a nearby park, where he addressed them. He reviewed the events of the strike and declared that they would maintain order at all costs. His remarks were both cheered and jeered.

Premier Norris, addressing the strikers in the Parliament Chamber, reiterated that the sympathetic strike must be called off before the provincial authorities would act. The men announced that they would return on Monday and that they were "not satisfied" with the action of provincial authorities in dealing with the strike.

The crowd included a large number of discharged soldiers, but few of them wore their uniforms. A majority appeared to be striking workmen.

During the day officials of the railway brotherhood were in session attempting to mediate the differences between the striking metal workers and their employers. No announcement of action taken was made.

Executives of railroads running into Winnipeg announced to-day that the railroads would give striking employees until Monday morning to return to work. Yesterday officials of the railroad brotherhoods went on record as declaring the railway employees who joined the sympathetic strike acted without authorization.

A delegation of Saskatchewan citizens, including Mayor McMillan, conferred here with Gideon Robertson, Federal Minister of Labor, and endorsed his attitude in declaring the sympathetic strike in Winnipeg illegal.

The central strike committee claimed to-night that between 8,000 and 15,000 additional workmen had joined the ranks of the strikers to-day, and predicted additional walkouts on Monday.

Much interest attached to a meeting to-night of street railway employees who were scheduled to act on a proposal for strike. Their present agreement with the transit company, obtained by strike two years ago, expires on June 15, and leaders declared that as the men expected in any event to be obliged to strike for new terms in June they probably would vote to-night to join in the sympathetic strike.

The carriers' new demands, which already have been drafted for submission to the company, call for a reduction in working hours from nine and a half to eight, and an increase in wages to \$1.50 an hour.

A large body of strikers attended a mass meeting to-night to hear a report from the central strike committee.

The Canadian Alliance-Chambers plant has been closed down until the end of the strike.

(Continued on Third Page.)

IF YOU HAVE A BACKWARD CHILD see advertisement on page 1, Sec 4.—Ad.

Germans May Invite Ex-Kaiser to Return

LONDON, May 31.—The Pan-German Union proposes to introduce in the German National Assembly a resolution inviting the former German Emperor to return to Germany, according to an Exchange Telegraph despatch from Berlin.

VIERICK STIRS POETS TO FIGHT

Ex-Editor of the "Fatherland" Attacks Wilson at Whitman Memorial.

IRISH BARD BUTTS IN One of Two Plain Americans and an Emma Goldman Telegram Involved.

George Sylvester Vierick, one time editor of the "Fatherland," attacked President Wilson's attitude toward Germany at the Peace Conference last night in a speech delivered at the closing session of the exercises in observance of the 100th anniversary of Walt Whitman's birth, held at the Hotel Brevoort by the Walt Whitman Fellowship International. As a result he precipitated quite as interesting a row as a Walt Whitman celebration has ever called forth. For a time fluffs seemed imminent between George Dana Mumford, lawyer and poet, who objected to Mr. Vierick's utterances, and Shaemas O'Sheel, the eminent young Celtic poet, who objected to Mr. Mumford's objections.

Mr. Vierick was among the last of the five minute speakers called upon by George Dana Mumford, a member of the Board of Examiners of the Board of Education, and he began with a reference to the smuggling of a bust of Whitman into the Hall of Fame at New York University Thursday night, terming it "a sacrilege."

"What Whitman's bust in that place of infamy called the Hall of Fame which barred Poe until recently?" Mr. Vierick asked. "Would you place a picture of your sweetheart in the house of a drunkard? What place has Whitman in the Hall of Fame?"

Then Mr. Vierick shifted abruptly to international affairs. "I supported President Wilson on his original fourteen points," he went on, "but can you imagine Whitman supporting a Government which is trying to crush a sister republic—the new born Germany? When President Wilson follows the spirit of Whitman I am with him, but not when he follows the spirit of Clemenceau. I cannot be in sympathy with a League of Nations that excludes three-fourths of the world."

"The Rotten German Swine!" Mr. Mumford, his wife, Clair Mumford, who is the author of the American-Island Creed; Cecil O'Gorman and Frank Bohm, a wartime Socialist, who has supported the Government against the Kaiser—all in evening dress—were seated at a table near the center of the crowded room. In order, as Mr. Mumford said afterward, to show their disapproval of Mr. Vierick's utterances, they all pushed back their chairs and started to make their way through the closely packed diners toward the exit. As they passed through the door into the hall one of the men in the party, curiously named Mr. Vierick, said in a voice which he made but little attempt to soften:

"The rotten German swine!" There was a buzz all through the room and Mrs. Mumford said something to her husband which was inaudible as he turned back at the doorway and said: "An American talk, but not when he follows the spirit of Clemenceau. I cannot be in sympathy with a League of Nations that excludes three-fourths of the world."

At this point Mr. O'Sheel injected himself into the situation by suggesting to Mr. Mumford that he "shut up."

"What sort of an American are you, anyway?" he asked.

Mr. Mumford made some reference to the Mayflower, adding that he had paid for his dinner. (The price was \$2, collected by the hotel management.)

"What else did you pay for?" asked Mr. O'Sheel.

"What's that to you? Who are you anyway?" demanded Mr. Mumford.

"Who are you?" countered O'Sheel.

Mr. Mumford gave his name.

"Ah, a British sympathizer," and the poet, Shaemas O'Sheel, was simply threateningly and Mr. Mumford too assumed an attitude indicating immediate action.

"George, don't," interposed Mrs. Mumford, sweeping forward between the couple, who glowered at each other for a moment and then went their ways.

"We're Americans," and we simply couldn't stand for that man and what he was saying," Mrs. Mumford explained as her party entered a taxicab and was whisked away up town.

Even Emma Goldman Praised.
But members of the Mumford party were not the only ones to leave the poet's chamber. As they went up the evening a man dressed in the uniform of a Colonel in the army stalked out after Chairman Smith of the Board of Education had said before reading a telegram sent by Emma Goldman from the Federal prison at Jefferson City, Mo., that "she is admired, I think, by all

JOSEPH TOWNE TAKES FACTORY GIRL AS BRIDE

Grandson of Lock Manufacturer Earns \$30 a Week as Machinist.

REVEALED BY A MISHAP

Orthodox Jewish Parents Forgive and Doting Mother Rushes to Injured Son.

Although the marriage was denied for months, formal announcement was made yesterday in Stamford, Conn., by the bride's parents that Joseph Meredith Towne, grandson of Henry R. Towne, founder of the famous lock and hardware firm of Yale & Towne, married last March in Toledo Miss Sarah Raven, an immigrant girl from Kiev, Russia, whom he met while she was laboring as a bench hand in the big Yale & Towne factory in Stamford.

Young Towne, who is only 19, and is understood to be destined to inherit much of the new fortune built up by his grandfather, is at work now in an automobile factory in Detroit. He was joined there recently by his bride, one year his junior and, denied parental blessing on both sides, the couple set up housekeeping. A few days ago young Towne's efforts to make his own way in the world as a mechanic at \$30 a week led to an accident in which one of his fingers was crushed, but the accident has been forgotten by reason of the fact that it caused the youthful couple's parents to relent from their opposition to the match.

At the big Towne estate in Noroton, Conn., it was stated last night that young Towne's mother was on her way to Detroit, and just after the bride's parents, Mr. and Mrs. Max Raven, made the announcement of the marriage from their humble women's tailoring establishment in Stamford.

She Goes to Work in Factory.
Things looked very dark last winter for all concerned. The tailor shop had not been so prosperous as it might have been and Sarah, finished with grammar school, had taken her rosy cheeks each day to the Yale & Towne factory. There those same rosy cheeks met the eyes of the young grandson of the founder of the firm, a boy used to everything that money and refinement can give, private schools, travel with tutors and the big "brick house" in Noroton, where his mother painted portraits of important men because she loved to paint, taught dancing and gymnastics to young persons less fortunate than her own sons and founded a popular school of acts for her factory people.

So when Sarah and her boy began to be seen about together he did not quite like it. Her mother, however, was as nothing to that of the two humble workers on women's clothing who had known the Christian only as the oppressor of their race. They refused to permit Sarah to see the young man again.

But the young man had things inside of him. He took his fate into his own hands, left school and went to work on his own. The things he didn't know about motor cars were not many and he turned his knowledge into hard cash. He got a job in a factory in Toledo. And yesterday a letter from his bride, Sarah, told the whole story.

She followed him last March and on March 11, at the wedding ceremony, she had proved, they were married by Robert G. Goline, a Justice of the Peace. Then they went to Detroit. Mrs. Towne always denied the marriage and the father and mother of the bride had nothing to say. All the parents have been reconciled now, apparently, for Mr. and Mrs. Raven made the announcement of the marriage yesterday, and at the Towne home it was stated that Mrs. Towne was on the way to Detroit, where she will see if she can add anything to the comfort of her son in the little house at 241 Lenox avenue. Judging by the bride's reports, there is nothing she can add but the happiness of her own forgiveness and her presence.

Bride Has Learned to Cook.
The accident, which seems to have been the indirect cause of the reconciliation, was not as serious after all as it might have been. Young Towne was employed in the plant of the Hudson Motor Car Company and had won several advancements. His hand was badly crushed one day last week and he will lose a finger, but the latest reports were that he was rapidly recovering otherwise.

As to his domestic happiness the little bride writes:

"I have learned to cook almost everything and I can make some of the money my boy makes. He makes \$30 a week. I am afraid of only one thing—that I am going to get fat. So I think I shall have to go back to work."

The bride's grandfather was the late Henry R. Towne, who extended the business of his firm from that of locks and keys to a huge production of all sorts of builders' hardware. He was a director of the Merchants Association of New York City and its president from 1907 to 1913. His son, the young bridegroom's father, was Frederick T. Towne, who died some years ago, leaving his wife and two sons, Joseph and Frederick T. Towne. Both boys have been popular among the youngsters in the Sound shore colony.

HOUSING CRISIS NOW AGITATING ALL BIG CITIES

Slow to Resume Building of
Homes After the Stag-
nation Due to War.

HIGH COSTS DETERRENT

Reports From Large Centres
of Population Throw Light
on Unusual Situation.

A critical shortage of homes in all big cities and their suburbs is reported by correspondents of The Sun. Some cities are more forward than others in getting their inevitable building programmes started, but few have passed the "expectation" stage. The serious situation in New York to which the Reconstruction Commission and other agencies are now giving attention is duplicated proportionately in other large industrial centres. Everywhere building contracts are more numerous than they have been at any time since the war put a quietus on them but do not begin to meet the demands of the clamoring populations.

As illuminating a sidelight as any comes from Milwaukee. The storage warehouses of that city are jammed. "Their space," says the correspondent, "is all occupied by furniture belonging to persons who moved from one house and were unable to find another. Instead of offers of houses to rent the newspapers are filled with advertisements offering bonuses of \$15 to \$25 for information which will make possible the rental of a house or flat."

Big Shortage in Large Cities.
Philadelphia needs 15,000 houses and cannot build more than 10,000 this year. Pittsburgh is short from 10,000 to 15,000 houses and sees no immediate prospect of getting more than 15,000 houses. Everywhere in Detroit 15,000 families are looking for roofs under which to lay their heads, and their number is increased by twenty-five families moving into the city every day. In Cleveland homes for 15,000 families have been erected instantly if they were built. Milwaukee needs 7,000 new dwellings. Everywhere there is a shortage of housing. Several cities report a fair number of very expensive and very cheap apartments are to be had, but nothing between those extremes. Unable to find homes of their own, a great many families have flocked to boarding houses, lodging houses and hotels. In Detroit they are resorting to tents and even to old box cars.

Everywhere outside of New York the greatest unmet demand is for small detached houses. Several cities report a fair number of very expensive and very cheap apartments are to be had, but nothing between those extremes. Unable to find homes of their own, a great many families have flocked to boarding houses, lodging houses and hotels. In Detroit they are resorting to tents and even to old box cars.

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He goes on to say that Hawker and himself were part of a private enterprise in no way connected with any of the services.

In justice to Hawker American newspapers which printed his remarks at Wednesday's luncheon should publish this statement of his at a dinner yesterday.

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HAWKER NOT TO FLY
AGAIN, SAYS SOPWITH

No More Cross Sea Attempts
This Year.

Special Cable Despatch to The Sun and the Public Ledger.
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LONDON, May 31.—Although Harry G. Hawker and Lieut. Commander Grieve told their correspondent Wednesday, "We want to have another go at it," Thomas Sopwith, chairman of the Sopwith Company, said to-day, after considering the matter, he did not feel justified in asking them to try again this year.

At the luncheon to-day of the Royal Aero Club many compliments were made on the American flight. The Times carries a long editorial to-day in praise of the American efforts.

SERB MAY RULE HUNGARY.
Deputation Offers Throne to Crown Prince Alexander.

AGRAM, Croatia, May 31.—A Hungarian deputation, in behalf of the Government of Herr Urmay, leader of the independence party, and Gabriel Uron, has offered the Hungarian throne to the Serbian Crown Prince, Alexander.

WILSON AT ENGLISH COMEDY.
With Wife Attends Benefit in Paris for K. of C. and Athletics.

PARIS, May 31.—President Wilson again attended the theatre to-night. He was accompanied by Mrs. Wilson.

The piece was an English musical comedy for the benefit of the Knights of Columbus and the American soldier athletes who contended in the relay race from Chateau-Thierry to Paris.

Flying Time of NC Seaplane Fleet, Including Winner's Leg to Plymouth

Rockaway-Hallifax	Hallifax-Trepassay	Trepassay-Libon	Libon-Plymouth	Plymouth-Libon	Libon-Plymouth
400 miles	400 miles	400 miles	400 miles	400 miles	400 miles
NC-4 2 hr 19 m	2 hr 19 m	2 hr 19 m	2 hr 19 m	2 hr 19 m	2 hr 19 m
NC-3 2 hr 19 m	2 hr 19 m	2 hr 19 m	2 hr 19 m	2 hr 19 m	2 hr 19 m
NC-1 2 hr 19 m	2 hr 19 m	2 hr 19 m	2 hr 19 m	2 hr 19 m	2 hr 19 m

The actual time in the air of the NC-4 from Rockaway to Plymouth, England, was fifty-two hours and one minute, or slightly more than seventy-five knots throughout the trip of 3,925 nautical miles. Reduced to rate and distance in land measures, the NC-4 made eighty-six miles an hour for the trip of 4,513 land miles.

The actual flight across the ocean from Trepassay to Libon, 2,150 nautical or 2,472 land miles, was made in 26 hours and 46 minutes, at the rate of eighty knots or ninety-two miles an hour.

GRIEVE UPHOLDS FEAT OF READ WILL NOT TRY FLIGHT HOME

Says It Cannot Be Belittled
Because Naval Ships
Lined Route.

SEES ONE THING LACKING
Sopwith Will Not Ask Hawker
to Make Another Attempt
This Year.

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LONDON, May 31.—The Daily Mail has a signed statement from Lieut. Commander Grieve. In part it is as follows:

"The great feat of the NC-4 can be in no way belittled because she had assistance from United States ships. She was part of their navy and it was a trial trip of their flying branch, with much to learn from careful observation."

"There are plenty of merchant ships in the Atlantic to render all assistance necessary. They are warned by wireless before each attempt. Given good visibility some ship should be nearly always in sight."

"But with special ships across the ocean the whole idea of the feasibility of practical transatlantic flight is done away with. The navy is needed now as much as ever it was for the defence of people, not of individuals."

He goes on to say that Hawker and himself were part of a private enterprise in no way connected with any of the services.

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British Give U. S. Naval
Aviators Hearty Greeting
at Historic Port.

PICK WAY IN THE FOG

Last Leg of Transatlantic
Trip Proves Most Difficult of All.

CIRCLE AROUND BREST

Terrific Strain on Engines
Makes Return Voyage Too
Hazardous to Attempt.

PLYMOUTH, England, May 31.—Despite a menacing fog, which compelled her to fly close to the water across the great Bay of Biscay, the naval seaplane NC-4 arrived here this afternoon at 2:22 summer time from Ferrol, Spain. Her arrival here completes successfully the long and hazardous course of 3,925 nautical miles, or 4,513 land miles, which she started upon at Rockaway, N. Y., on May 8.

Despite the fact that the feat of the NC-4 means the winning for America of the great glory of first flying across the Atlantic Ocean, an enterprise which had occupied the attention and efforts of some of Great Britain's aviators even before the war, no reception could have been heartier. From the craft in the harbor came the prolonged whistle which indicated that human hands, despairing of their own strength, had firmly tied down the whistle cord to celebrate in noise some great achievement. From shore came the less loud but not less sincere shouts of the people of Plymouth and many other cities who have crowded the town to see the American giant seaplane which has flown over water since leaving Rockaway more than twice the distance that separates Newfoundland from Ireland.

The distance between Ferrol and Plymouth is, roughly, 435 nautical or 500 land miles. The NC-4, making the trip in 6 hours and 59 minutes, travelled at a speed of about sixty-two knots, or seventy-one miles an hour. This is precisely the cruising speed announced as the ordinary rate at which the seaplanes would travel throughout the long journey by Commander John H. Towers, leader of the expedition. In the previous flights the NC-4 has averaged as many as twenty-five knots above this speed.

Makes a Perfect "Landing."
The appearance of the NC-4 was sudden and therefore dramatic. Throughout the morning crowds of people, seafarers and landmen mingling, had waited patiently on the docks and ships of the harbor straining their eyes Channelward in an effort to pierce the gray haze which covered everything.

Suddenly at 2:19 the NC-4 popped into view, flying low over the water so that her pilots could keep the surface in view and thus retain their sense of equilibrium. Her enormous size, usually hard to judge when she is alone in the great sky, was instantly impressed upon the watchers by the thinness of three escorting British seaplanes, which came into view behind her. They were dropping glaring very lights upon the water by way of welcome and figurative lighting of the path.

But the sharp-eyed pilots of the NC-4, Lieut. Elmer F. Stone of the coast guards and Lieut. Walter Hinton of the Regular Navy, needed no guides. Their sea trained eyes picked out the buoy which had been planted in the water. As lightly as a feather they dropped the stern of the great seaplane, weighing tons, to the crests of the waves, and then gently permitted the reducing speed to drop the bow slowly into the water also. It was a perfect landing, as their less fortunate but equally courageous colleagues of the NC-1 and NC-3, watching from the Rochester, declared.

Welcomed in British Port.
A host of small boats darted into the open water about the seaplane as she taxied toward the buoy, but the swiftest of all these was the captain's gig from the mine layer Aroostook. While Commander Read was superintending the tying up of his craft the gig waited and then took off the captain of the transatlantic flier and his crew. The British seaplanes also dropped upon the water in the Cattewater, as that part of the port where the NC-4 swung at anchor is called.

There was a rousing reception waiting for the NC-4 men on the Rochester, and it exploded before the small boat had reached her side. Be-